

**Northern Rockies Dispatch Workshop
March 7 – 9, 2006**

Agenda/Minutes

Tuesday, March 7

Welcome – Bob Gilman

There is someone on the NRCG board that represents everyone in the room. We are an interagency group. Firefighters and the public are our customers. The NRCG board wants us to do all we can to support the firefighters on the ground using ROSS and new regulations.

Four C-s

1. Command
2. Communication
3. Cooperation
4. Coordination

The roles of dispatchers and fire management are changing drastically. Every agency is fighting with tight budgets and scarce resources. The dispatcher's role is critical to figuring out how to share between incidents, with modified resources. Bob stressed the importance of completing 209's for incidents, so resources can be prioritized.

EaTIS – EaTIS was viewed by the OGC because they thought we were not doing competitive bidding on resources. EaTIS will affect how we do business.

FPA – Fire planning analysis now has to be done. A lot of changes are going on and we are doing our best to manage them.

2006 operations of this year – The Forest Service is sharing a lot of resources back and forth with the Southwest Region. The visiting unit's base 8 is paid by the home unit. There doesn't need to be fire severity for us to share resources. Another change is that we are contracting helicopters earlier for longer periods of time. We are using ROSS when we are assigning resources and you can see the agreement for Region 1 and Region 3 in ROSS.

Fire Use Modules – we'll see exchange in fire use modules, and are going to put up another fire use team in conjunction with Region 3.

Putting teams together – We have 6 Type-2 teams, 2 type-1 teams, and 2 fire use teams. We are hoping to get rosters out by the end of the week for those teams. Everyone who applied was considered. The trainee pool for MAC was finally recognized.

CACHE news: There are a lot of accounting gurus getting involved in the CACHE system. Hottest issues are the refurbishing costs and the way they are being charged. Not a lot of changes in CACHE items this year.

Local government rules – NRCG letter. Local government is considered before contractors.

Future Roles – All risk: We don't have seasonal jobs anymore. We are looked at as being able to organize chaos and have a "can do" attitude. We are going to be asked as an agency to support all risk incidences (hurricanes, etc).

Frequency/Radio Issues Update & Northern Rockies Ops Update – Bob Gilman

Narrow Band, Wide Band – In Northern Rockies we did send 8 people to training in Boise and they will pass the information on to the field. Boise folks will put on a session in Billings and Missoula on narrow band/wide band, open to all agencies to help work through radio issues.

George Weldon – Thank you for the great work you do. The interagency flavor and how you work together is an example for us all. The president wants 99% success rate for initial attack. If our processes are in the way of that, we need to adjust them.

We need feedback on the impact of centralization of some of our processes: computers, finance, human resources etc. Contact Kathy with issues or possible solutions to get through these changes.

At the FMO meeting a doctrine for the Northern Region was discussed. A draft copy of the doctrine was given to Kathy, and you can get a copy from the Helena. Hopefully the Vision is 60-70% of where we need to be. It will drive us in terms of workforce, budget, and rules and regulation processes. There is a lot of manual direction and we want a clear vision of expectations and guidance.

R1 and R4 talked about how to report wildland fire use fires – possibly through the 209 process. The new proposal will be discussed at the Forest Service FMO meeting tomorrow.

Aviation Video Presentation – Kim Thomas - The handout was reviewed. If you have any problems or concerns, contact Boise. Kim gave the group summary and website information. Call Mark Hilton at (w) 208-387-5707, (cell) 208-867-7858 for Wide/Narrow band issues and to report issues on Safenet or Safecom. Aviation may have a new IA tool out there. 747s can carry 20,000 gallons and the DC-10s are being studied again, but it is highly political.

Intelligence – Colleen Finneman - The narrow and wide band radio video was viewed. Until we get a fix on the radios it will be an issue for initial attack. Training and knowledge are critical to safety. If ISO can't get you the answers to your problems or aren't providing what you need, let George know.

AD driving – Buttercup - A BIA person with 4 DWIs came to work with 4 x the legal limit of alcohol, and ended up on the wrong side of the road, killing 4 people. Now, the BIA requires a driver authorization to get driving records for AD employees who need to drive.

Last year drivers had to be hired to transport AD EMTs or safety officers. ADs need a government license or driver approval letter which authorizes them to drive government vehicles, government leased vehicles and agency owned vehicles. The approval letter should come from an FMO, dispatcher, or whoever hires them, and needs to be with the AD. We have to go through an authorization to get a state or tribal driving record. Buttercup will send Kathy the template for the authorization letter and she will pass it on through the mailing list.

NRCC MOB Guide Changes – Ray Nelson

Coordination center has been making changes for 2006. Copies were available for each dispatch center for review and if there are any changes the deadline for changes is April 15th. Any changes to Chapter 50 need to be made before May. Northern Rockies MOB guide will be published the first week in May.

MOB guide will be mailed either on a CD, white paper, or blue paper. A white master and CD will be sent to each center. If you want something different, contact Susan.

Interagency Fire Record Management – Louise Larson

Records management is a way to organize and preserve fire records showing what challenges they had in the past, what actions were taken and the result.

New fire policy requires information about fire history on the landscape, and how it influences ecosystems and ecology. Another concern was the new emphasis on safety. Realization now is that some historic incident records have information that can help us with lessons learned and awareness.

The problem is that our fire management records are in chaos when we do a multiple team incident, and the in-coming team can't find the out-going team's records. The Biscuit fire had 300+ records for one fire. This chaos affects planning decisions, fire program analysis, information that is necessary for fire history research, data collection and operational decisions so we can make safer, tactical decisions.

Louise feels all of this information could save lives. They are exploring the development of a computer tool that could link the maps with the narrative documents that went with them. The vision is to have the ability to click on a particular fire, click on final fire perimeter map and click on the documents. This could be linked to FAMWEB.

Solutions – first step is to revise the "Records retention schedule". These schedules are prepared by the archivist of the United States and part of NARA. NARA helps agencies develop these schedules, evaluate their records and develop a strategy to save the documents. There is a link provided on the NIFC website, about records management.

Wildland Fire Incident Records Retention Guidance sheet was reviewed. It does not apply to state or local government, only on Federal fires.

An Incident history file is put together at every incident. It is important that temporary records are destroyed on time. If you get a FOIA request before it is destroyed you have to find it and it can be litigated. You don't have to respond to requests if it was destroyed. (Only one Caveat is BIA – they cannot destroy anything.)

For finance documentation, only the final statement of cost must be kept. Everything else is to be held for 6 years 3 months. If it has social security information, shred it.

For incident fire packages, have documents on hand for 3 years. If not using them once a month, send it to NARA for archiving. They will hold onto your permanent and temporary records until destroyed. Funding comes off the top at the Washington Office and NARA bills them directly. The records are stored in a secure environment and are readily accessible. After 17 years they become public documents. You are provided a list of documents and how to request them. You will receive requested documents within 24 hours. For more information go to the NIFC website.

A directive will be coming to the Forest Service units that you will clean up your legacy records.

The Planning unit is ultimately responsible for putting these records together. Directories are all available on NIFC site. This is the official filing system for incident records. Also filing labels are available on NIFC website for incidents. A records kit is being worked on for incidents.

A survey is being sent out. Please send it to type-1 and type-2 teams and get the information back. It will probably take 3-4 years before everyone is on board with this. WWW.nifc.gov is the website for all this information. Click on Incident records management. Soon there will be a PowerPoint presentation for training on records management. One course is J342 – it is an aid to help you do your job as a document unit leader.

Future Needs – Fire community needs to take responsibility and ownership of fire records. They can't count on administrative personnel to take care of it with all the outsourcing. NARA and project team members have to hand off this project to fire agencies from here. The team can come out and do some targeted assistance with national archives training. They will discuss the process and then the second day, you bring records in and start cleaning them out.

This information needs to be referenced in the handbook and you can go to the NIFC website for more updated information. The Directive already came out to federal agencies and will be redistributed again as it wasn't widely distributed. Another website to use is: www.archives.gov. If you do things electronically and if software or hardware changes, make sure you re-image your electronic files to the new system.

Intelligence – Colleen Finneman

Matrix table sheet used in setting priorities was reviewed. The more information the better on 209s. Review and add information as necessary.

Chapter 25 is the Intel portion of the Northern Rockies MOB guide. Reporting deadline for 209 and SIT report is 2000 hours instead of 2100 hours. Give Colleen a call if you can't get the 209 in by that time.

Northern Rockies and Eastern Great Basin decided to use a 209 for a wildland use event when it reaches 100 acres. It will be called an abbreviated 209 with information needed for wildland fire use. Once the initial 209 is done, then updates are only going to be required when complexity changes, if there is a change in risk assessment or WIFP changes for wildfire use.

The sample 209 was reviewed. There is no containment date in fire use. When you choose block 6 wildland fire use, the programmer will change the program so block 17 will have a drop down menu that says stage 1, 2, 3, etc. Block 20 will also have a drop down. Colleen will recommend that block 16 (% contained MMA) say just MMA. Deb Hamill in Eastern Basin went to the national meeting last year and proposed they adopt this nationally. They decided not to adopt it nationally but the Northern Rockies will use it. This pertains mostly to Forest Service and the Park Service. Colleen hopes the Forest and districts can do this without too much problem. A fire use team probably would do a 209 each day anyway. Colleen will be bringing the information on these changes to the teams.

Ownership and protection – one proposal was to get rid of the resource section on the SIT report, but they are keeping it for another year. We are using that information in ROSS instead.

SIT report: it was decided by National Mac that we are going to report ownership and protection. The test website was reviewed with the following steps:

1. Get into SIT report web site (test site) – see handout (situation report – ownership and protection)
2. Enter desired date
3. Select dispatch center

4. Data entry – have to go into each unit ID to enter acres.
5. Ownership agency and fill in acres and if the fire burns to another agency's land then you would have several entries.
6. Submit data – make sure you submit data or when you go back in it will be gone.
7. When you go back in you get a message, update year to date figures (y or n) If you go in multiple times during the day it will update. There is a problem yet with the year to date stuff.

There will be two reports; one for ownership and one for protection. The reports have not been developed yet. Talk to Colleen regarding what you would like the reports to have on them. The group would like "Protection Agency" typed in the blank line above the two columns labeled Unit "ID and Agency".

On the 209 – block 4 should be who is paying the bills.

It was decided that there will be one Northern Rockies Operating Plan.

There is a letter coming out that states that the 2005 medical standards can be used until all the medical records get caught up.

Wednesday, March 8

DNRC Fire Management Program – Ted Meade, John Monzie

We have an interagency mission. Our role is to provide services for all agencies. It is important we understand the missions of the agencies we work for. This year we are going to spend some time working with each of the centers to make sure we have a clear understanding of DNRC's mission.

Ted: PowerPoint presentation was reviewed.

When we look at fire programs on a broad scale, there are a lot of segments that have to work well together to become successful. DNRC appreciates the work of the dispatchers and if you have a need, please let him know so he can get the resources you need.

Montana Wildfire Status: The state has said that we want to protect natural resources from fire. The legislature said that property owners have that responsibility. As larger land owners got organized, protective organizations were formed. 1. Blackfoot fire protection association, 2. Northern Montana Forest Protective Association. Those protective organizations were doing private fire protection until they had some large fires and liability became an issue.

There is a clear distinction between a forest land owner and range land owner. Forested owners through Department of Natural Resources can pay an assessment to provide for that protection on their land. That funding goes into MT DNRC now. By doing that, the property owner has complied with the statutes. They pay a direct fee but still have an option of taking care of it themselves.

The DNRC Mission Statement was reviewed.

Guiding Principles: Firefighter and public safety is always the primary objective. Auditors did pretty well on the data based on audits done and were successful because of partnership with cooperators.

Anything outside of wildfire is not within the legal mandate of DNRC to assist in an emergency unless there is a governor's declaration. It is a little confusing who can help, but they do assist on teams to help with all risk problems, like hurricanes, space shuttle recovery, etc.

The organization chart was reviewed and shows area managers work for the administrator with a staff organization at the bureau. Ted does not directly supervise the field offices.

The DNRC land office map was reviewed.

Staff that works for Ted: Functions are suppression, direct protection and county coop protection. Assessments are collected from each forest and district to keep track of 55,000 landowners, acreages and what they owe DNRC for that protection. Assessments provide for up to 1/3 of funding and the rest comes from state taxes.

DNRC Fire and Aviation Program 2nd slide – Focused on early detection and aggressive initial attack.

DNRC doesn't have 20 person crews and no SHOT crews but they do have close relationships with local government. With the decentralized management the unit managers are given a lot of responsibility. Unit Managers have authority and responsibility to make decisions. DNRC has a strong sense of customer service because land owners are paying a large portion of their funding.

The Montana direct protection map reviewed.

Direct protection firefighters and equipment: Expanded helicopter fleet, objective to keep 95% of fires at 10 acres or less with aggressive protection and initial attack. Anytime a fire grows it costs more money. They try to expand the resources for dispatch centers as we expand the units. If you feel staffing needs to be increased during an event, let DNRC supervisors know that.

A formal agreement with each county is made with an annual operating plan. The cooperative agreement is signed by the county commissioners and is a long-standing document. If a county gets into a situation where it is beyond their capabilities, DNRC steps in to help when asked. Still a County fire, but DNRC picks up the bill. The DNRC also provides training and refurbished equipment to the counties. They will start to provide 15 new engines this year. The county in turn agrees to help with initial attack. Now all 56 counties are involved.

Sandi - Finance –Sandi explained the numbering system. Confusion comes in that 7 numbers are federal and other state support but the boundary is the state of Montana. Anytime you dispatch someone out of state, the number system changes and you call the coordination center for another number. Confusion comes when a fixed wing flies into Idaho to do recon or patrol on a fire across the boarder. Ray will need to get a 7-1 number. You can find the state numbers on the website and incident business handbook.

<http://dnrc.mt.gov/forestry/fire/manuals/documents/300manual/chapter340.pdf>

When there is mutual aid, a different number is assigned, with no billing. Central land office does a lot of mutual aid.

State of Montana may have separate agreements with a Ranger District. A PN# gets assigned to local and state fires.

Before an 8 number can be assigned, the county commissioner makes a formal written request. Any county assistance before the formal request is at that county's cost.

Operating plans and the 6 party agreement - Overtime for regular dispatch center employees are not reimbursement costs unless they are on a resource order. It has always been understood that DNRC assumes regular time for dispatchers. They do not charge other protection agencies for regular time. Overtime on federal fire is charged and we charge regular time and over time when it is out of state. For more information call Bob Gillman or Cathy Schofield. If a fed employee is under-funded, it should be discussed and written in the operating plans. Please work with your DNRC area fire program people.

Dispatchers are being told by supervisors to charge the base 8 to the incident if you are directly responsible. That is in conflict with DNRC agreement, and in direct contradiction to the 6 party agreement. If you are on a resource order, the State absorbs those costs.

F300 – the only thing that is necessary from your dispatch center is your fires. Do not include the 76 and 71 numbers. DNRC only wants 77's, 87's, and 57's from dispatch.

2005 – The way new P codes are being done, letters and numbers get transposed. When everything is electronic it will take care of all of this, but until we need to write legibly.

Getting F300's to the Missoula office in a timely manner is a problem. They get calls on a daily basis for that information.

Mutual aid to county and state assists –Sandi needs information but what she is seeing is that mutual aid to counties has the PN numbers. By putting N in the P number it is automatically billed to the State. The only time the N should be added is when it comes from the state/county code. What dispatchers can do is set up a mutual aid number fire code number that isn't PN _____. It should be a P1 number for codes on agreements when it would not be billed to the state. With everything moving to Albuquerque she isn't able to have one-on-one discussions anymore. DNRC wants to be able to sit down this spring and discuss problems and issues. Cost Accounting cards were handed out to each dispatch center. It is really helpful on a Montana fire if you add that number into ROSS.

ROSS Updates, Procedures & Change Board Info – Beth Graycloud & Nancy Delong

Nancy will get Ray a copy of her Powerpoint presentation to disburse to everyone. Things are going better than the first year. For the first time we have a database that can be used for a lot of situations. Make sure your data follows the standards. Version 2.4 will be released March 20th.

Most of changes on 2.4 came from dispatchers sending in their ideas, so if you have any other changes, submit them. On the ROSS web page, there is a section for change board items. If your idea is still a good one and it has not been implemented, put it on again. You can go to the web page and see if your suggestion was implemented and when the release will be coming out.

Naming conventions allow Ross to interfaces effectively with other databases. Changing resource names wreaks havoc. If you find some data that is not in the data draw system, please let them know.

GEOMAC is the format ROSS will use for maps. CAD will be interfaced someday as well. Tactical aviation for air tankers is in the new release. Need a plan for other aircraft for this year. The tactical aviation screen on the web page was reviewed. You have to be an aviation dispatcher to be able to access this screen. There are some complicated rules for this upgrade, so you need to review those and understand some of the business rules. Travel screen was looked at. There was discussion on how to print and place a request in the travel screen.

IQCS migration – ROSS won't allow a dispatch if a pack test has expired, and it won't allow dispatchers to enter a new date. Nancy will check into it.

Radio Frequencies now come into the new incidence screen. Choices of frequencies have changed and are a lot more logical now. Request allows you to pick more than one incident.

Computer based training screen – software called “On Demand”. There are only two reports in there. If dispatchers are having problems or need a specific training, let them know and they will make one for you. Watch for release notes coming out next week. Look at things you are most concerned about and have a meeting with Ray on procedures.

Ray – ROSS and ROSS training – legislative audit at DNRC indicated that dispatchers felt they didn’t have adequate training in ROSS. Wednesdays are practice sessions. If you can’t join in on the practice session, at least join the conference call.

Send in your requests on who needs access to new DMS, which is a web e-mail system with more security.

BIN – more information from letter coming from DC regarding medical standards.

BIN – roster vs. manifests – ideally it would be nice to have all manifest information on the roster and it would suffice for both, but it is not quite there yet. Manifest is a requirement and the dispatching portion is the roster.

Incident Business Management Updates – Roberta Whitlock

NRCG supplements and chapter 20 - AD plan – When HR migrates you may be hiring your ADs. The new AD plan has been approved by OPM. Roberta explained the procedure for calculating AD wages and hopes the schedule will come out in mid-March. One problem is we changed it significantly and they want to give the States time to see if they want to use the new schedule.

Do not have AD buying team leader. We can use Ads for finance, planning section chiefs though. A buying team leader needs to be warranted. Still 80 hours of training and that includes their travel time. There is point of hire clarification –it was agreed that they can consider their home their point of hire. Tech specialist was dropped.

If you have something that is not listed in the pay plan and you have definitions of where the person may fit, then they can be paid that fee. The hiring official can do that determination.

For this year, the AD payments will still be going to Ogden, not Albuquerque. Carol is getting more people who are retired and want to be hired as ADs. Original paperwork is done at the beginning of the season and that goes into the payment center. Every time they are called out they get the single resource papers. Only one form has to be filled out each time they get ordered. Camp wants to see the one form when they go out. Behavior form can be done every time.

BIA is asking that any AD who is driving government owned, government leased vehicles have government driver’s license. Anyone they hire gets a background check, defensive driving courses, etc. If you send drivers to a BIA incident, they want to make sure we have done those same checks. AD policy was made last year – don’t have to issue a drivers id card, but a letter that they passed all our regulations, passed defensive driving, background check, etc. All this should be done for anyone who is going to drive a vehicle. If you issue an ID card, you get the card back when they are laid off at the end of the season and put in their file for the next year. Regional Forester last year waived the rule that FS won’t accept other agency drivers, and now they will be accepted.

The contracting officer should be checking insurance for contracted drivers to make sure the insurance company knows the vehicle is now a business venture. In Montana they allow exemptions for workman's comp for owner/operators. Workers comp was no longer giving exemptions for that purpose and it costs anywhere from \$500-1000 to put workman's comp on. Whatever the state requires, we will accept.

The AD policy should be out in May. Use ADs for shortage positions – NRCG came out with shortage categories, certain positions that we weren't going to be able to function without. Those guidelines will be reviewed again.

NRCG came out with a letter stating local government is a cooperator and not a contractor. They are revamped their pay structure, hourly rate, and shift tickets. They will submit an invoice to the state. When a local government engine rolls into camp they will be just like a FS engine. In dispatch procedures, they will be agency and cooperators. Looking at how federal and state agencies reimburse each other.

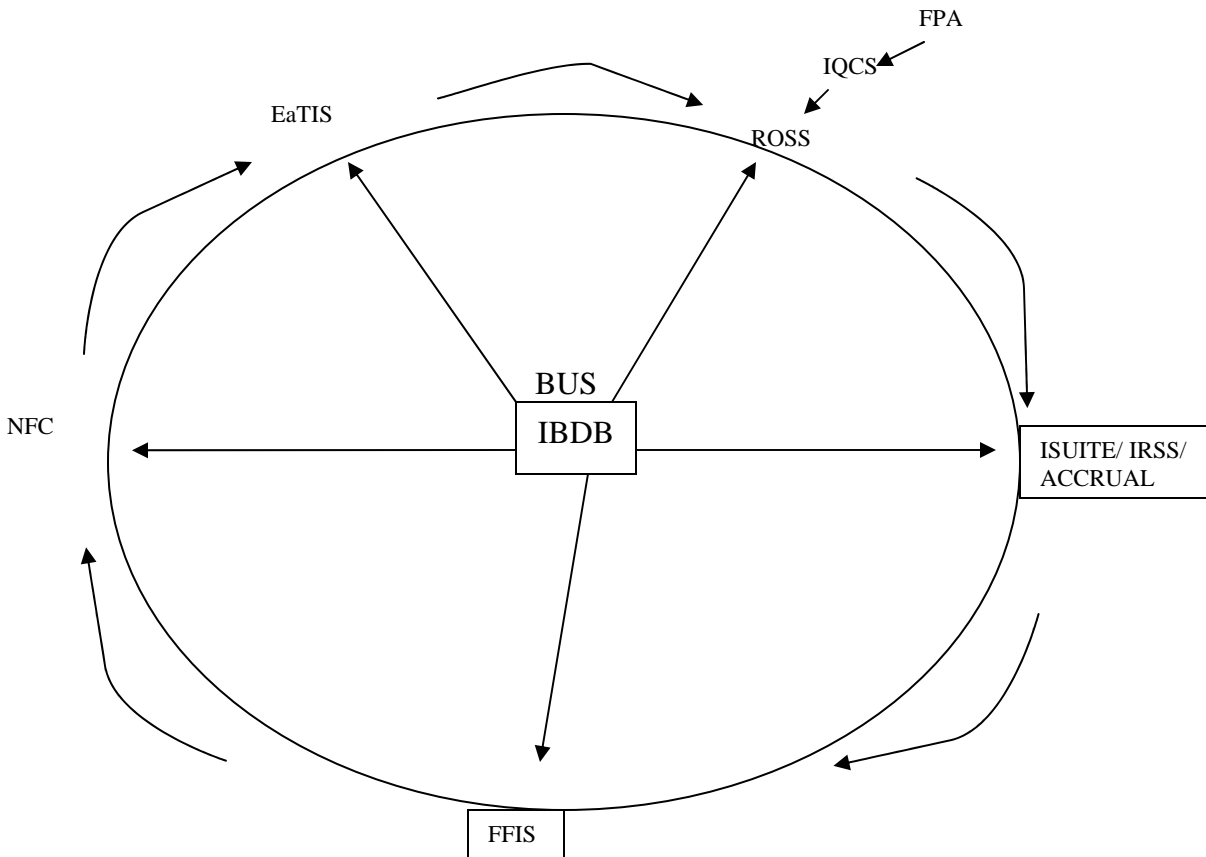
This information is on the local government website. There may be link to it from the NRCG website and the fire chiefs and fire warden's website.

No changes yet to chapters 60-90.

Because of cost pool problem and lost administrative help, work went to dispatch. Lynn Johnson will be the supervisor for the ACE. They will try to handle a lot of residual SSS, HR and administration work. Will want to accept payments only through ISUITE, but this year they will accept hard paper payments.

The Corporate card list needs to be updated and given to Kathy. Roberta will talk to the ACE group. Give Kathy a list of additional work that dispatchers are doing now so she can discuss these issues with ACE. They are coming up with a new electronic travel authorization. One person at ACE will do travel. Send Kathy information on things you think a centralized office could do more efficiently.

Grand plan is for everything is to be electronic in EaTIS. In 2007 EaTIS will populate ROSS. The ROSS information will populate ISUITE/IRSS. ISUITE will make direct obligations and accruals to FFIS (accounting system), from FFIS to NFC for payment and back to contractor. Supposedly in the middle of all this there is the BUS (IBDB – incident business database) and it goes to all programs (EaTIS, ROSS, ISUITE/IRSS/FFIS/NFC. Accruals will be fed to FFIS as well. This is just for contract side of it. IQCS feeds into ROSS, and FPA into ROSS. If we can get this all to work, we will be in good shape with a whole lot less impact in the field. There may not be a finance section - just someone who does cost for you.



Discussion on portal to portal pay vs hazard pay and Corporate cards. They want to get process up and running to have least impact on the field. It is very important that times in ROSS are correct, time of departure, time of arrival, etc.

She is hoping to have some payment packages together with people to go out as teams. Currently they are working on an aviation EaTIS. They are not going to bypass any CFRs we have in place. More information is coming.

Travel – There is a breach of contract with one of the contracting entities and there is a new contract coming out. Maybe ACE could look at travel for non-emergency folks who do not have their own credit cards.

Best Value & EaTIS – Kathy Elzig & Roberta Whitlock

EaTIS – Equipment and training inventory system. EaTIS is going to be a national program. This was developed by Region 6 for huge orders for contracts. The contractors have 30 days to enter in their pertinent information electronically. The contractors are notified if they are accepted, then they make their own arrangements to be inspected by an equipment inspector. Inspection costs \$130-150 for each inspection and re-inspection is \$25.

The training inspector has access to only that contractor's information. They certify that the contractor has passed the inspection and has all the training required. The information goes to a contracting officer who makes sure the contractor has insurance etc, with an electronic signature.

EaTIS also has the ability to do Best Value. Point values are rated for contractors, and the point system is used to deduct values from their bid. EaTIS will be used for water handling this year. Over

the next three years AQM will be using the EaTIS system more. This year Region 1 committed to putting buses in EaTIS as well.

Kathy –All contractors are aware of the Best Value system and the solicitation for them to get their information into the system closes March 24th. After the contractors pass the inspections, they will get an offer of award, then dispatch gets a list of best value 1-6, (engines, water tenders, soft tracks, skidgins, etc)will be sorted by best value according to all criteria. Kathy will have the Northern Rockies master list of contractors, and can sort by dispatch zone.

Priorities are: agency, cooperators, and then private contractors. Initial attack may need special concessions so document reasons for them. At the point you've exhausted your best value resources, you go to the neighboring zones. Then it goes to the Northern Rockies for the national best value list. Once a contractor is on an incident, you don't have to kick them loose if other resources become available.

You can use all federal and local resources and neighboring federal and local resources, before you use contractors. If contractors are called there is no date or time restrictions to call the next contractor if you didn't get a response by the first one, but timeframes have to be realistic. The contractors will be watching closely this year, we have to be fair and consistent across the board. Document everything.

Evaluation criteria will also be used to determine Best Value. Evaluations should be put in a file for each contractor. If you get badgered by a contractor or they can't meet your needs, those things need to be on their evaluation. Keep an individual log on each contractor, recording positive and negative remarks.

Contractors get paid from the time they leave their designated dispatch point. If they get to the pre-inspection and fail, they don't get paid at all.

Contracts are for one year only.

It was decided to have a ROSS practice day devoted to the EaTIS process and naming conventions. The contractors need to know what our naming conventions in ROSS are when they are entering that information into EaTIS. Northwest used EaTIS last year and said for the most part the contractors liked it. In the long run it will make things a lot easier. Release and reassignment is spelled out in the directive. Once they are released, they belong to the host dispatch office again.

Grady works for DNRC in Helena and his role is inspections. He and a few others are coordinators for inspections. There are training coordinators that check the contractor's training records. By the 27th we'll know how many contractors will be in the system. Once we know what the numbers are the inspection sites will be decided on. Inspectors have nothing to do with assigning points.

The burden is on the contractors to be responsible to get DOT inspections. They are responsible for workman's comp and insurance and inspectors will be looking for that. We have to make sure there is consistency across the board. Stations are going to be very rigid and consistent. A lot of paperwork needs to be collected and turned into Debbie. Grady met with DOT and MITSAP. We don't have money to pay for scales so they are going to work with Grady. Debbie is sending a letter out to the contractors telling them where they need to go for inspections and training. A solicitation did give them till May 22nd for training. All crews should be hired and paperwork turned in and entered on the EaTIS program. The biggest changes are on the engines such as a chainsaws with specs and training requirements.

Forest Service is taking the lead on water handling and buses. DNRC taking lead on lunches, hand washing stations and portable toilets. BLM is handling potable water. Rental vehicles are being looked at by DNRC. For Sack Lunches go to DNRC website.

NICC Update & DEW Group Tasking – Dave Hendren

2005 fire season stats. All risk mobilization teams sent out. Lightening fires reported to NICC in 2005. Dave gave an overview of what aircraft will be available in 2006 season. There will be no air tankers on exclusive use contract this year. The changes for the 2006 year were discussed. No airport fees are to be paid by dispatchers. Bids for aircrafts include the handling fees.

If dispatch is getting calls regarding driving vs. flying crews they need to call Kathy. Depends on need. Buggy miles are being looked at for cost.

Telecommunications will go through ROSS for tracking purposes.

Thursday, March 9

Update on Workload Issues Paper & National Coordinator's Meeting – Kathy Elzig

There has been a lot of discussion about the impacts on dispatch with finance, admin and hr going away. A task group was formed to discuss all the changes and Ray took the lead in consolidating comments regarding all risk incidents, staffing, funding, continuing adoption of communications technology, fire codes, job codes, FPA, ROSS, IQCS, technology hardware, member agency business procedure; and admin items such as agreements, MOU, training responsibilities, financial responsibilities, increased specialization, increase in ADs – timesheets, hiring, etc, computer and radio telephone support, AVUE hiring process being slower and new travel requirements.

A paper summarizing all of these issues will be sent out from Kathy. There is support from NRCG and program managers for ACE to take on some of these duties. There will be a conference call to discuss the letter being sent out. The managers need to be on board to get help in the dispatch offices. Comments on the letter are due March 31st. Kathy will forward this letter on to everyone tomorrow. The conference call will be set up later.

IFPM Update - Jeff Scussel (Interagency Fire Program Management – Standards and Guides)

George is sincere about providing some help, support, and relief.

Category A - IFPM – Jeff has been upset about the educational requirements for the dispatch community. He worked on a process with George. If we had it to do it over again what would a curriculum to increase professionalism in the dispatch world look like?

KSAs for dispatchers emphasize communications, aviation assets, management, strategic planning, human factors, human performance, and time management. Jeff reviewed the communication statement the group was looking for and came up with 6 classes with the type of communication dispatchers were working with. He had support of Jim Barnett, who spent 8 years in center management and understands IFPM. George gave him the draft copy of the proposal and he was going to run the draft letter to Kim.

How is this going to affect us? If you have to be moved into the 401 series by 2009, this may not get approved to be in much benefit for you, but you might be able to substitute some classes. This may help those that will be moved in the 401 series later. More classes and courses are being evaluated. This is probably the last time they will be evaluating and approving classes and then we'll have to go with what they come up with. The executive board of IFPM is who evaluates courses. A part of the

transmittal of additional courses was a very detailed syllabus and analysis of courses. One good thing in IFMP management they are willing to look at things. He is hopeful that common sense will prevail.

IFPM came out because of safety concerns. They wanted a lot more courses in fire management, safety and incorporated professionalism. Region 1 can have the best plan in the world but the district rangers and forest supervisors have the authority to send staff to training.

Jeff strongly suggests that if we are spending government dollars, we should support those classes that buy the government something. Fire ecology, fuels management, leadership communications, problem solving, technical and professional writing. He tried to provide classes that are on line, full semester credits, etc. Education comes with a price. IFPM requires us to do this but with no extra funding.

Category B – shots, not going there yet. Have a lot more work there to do.

We want the 5109, red book and IFPM all to match.

Category C is the smoke jumpers – working on that.

The earliest this will come on line is October of 2007. This document will be out and reviewed and everyone will have time to comment. Consensus voting will be done. In 2014 all positions in fire/fuels will have a set of competencies and qualifications they have to meet.

Jeff put out a query to the forests and asked how we were doing with positions lacking qualifications. He was not happy with what was reported back. They consolidated the information for the Region and we are probably farther behind on some areas. We need to understand that the National Leadership Team is watching this really closely.

AD policy: Need to revisit critical positions and see if some of them can be dropped off. We need an AD policy that makes sense. That AD policy has to be something that all offices can implement without question and they need to understand it. Kathy and Jeff can meet and discuss this further and then discuss it with the group.

Medical standards - FMO 's report it is running smoothly. A letter has come out with direction for dispatch. Red cards are good for one year from the date signed. Don't send someone off on early season assignment that hasn't gone through the medical standards program. This is causing nervousness at the national level. Different levels in the organization have authority to extend the medical standards exam. It does not negate the responsibility to get the exam, as we have to meet the intent of the medical standards. There is a caution in the letter stating against using this if a person has a medical problem. If there is a resource that flags a heart murmur, do not extend the medical standards. Might have some liability in that case. A lot of people are flagged for hearing problems or contacts and they have been fighting fire – they take personal responsibility and we can live with that.

– national level is really upset about funding of additional examinations. Jeff captured what is in the MOU between management and union. Follow-up examinations required by the agency, in writing, will be paid by the agency. If a person is flagged for age and the agency wants a stress test, the agency pays for it. If a person is flagged for hearing loss and never had hearing problems before, the employee pays for that. In some instances, people won't be able to take the arduous test and the agency is not going to take that liability.

Trainees – Relates to IFPM. There are qualification requirements that are getting increasingly difficult to acquire because we are not utilizing trainees. Supervisors have a letter with a list of trainees at your disposal. When we get an opportunity to fill trainee assignments, use that list. Allow the incident management team to take on more trainees in key critical positions.

Pulaski conference: A group met last May to attempt a revision of how we approach safety in fire suppression. The conference was to define doctrine on how we do business. Aviation side of doctrine and Pulaski will be put together.

In Northern Rockies there is a draft doctrine, re-organizing fire safety at the national level. If this works, five years from now, we will have reduced the potential for accidents because people will be invested to make decisions at their level. Human error is the cause of most accidents and injuries. Single greatest cause of human error is fatigue. We do a poor job of fatigue management. Safety is number one. Don't let finances and the overtime allow you to make bad decisions.

Fire & IRM Updates – Rob Mclead , Laurie Jacobousky – NIFC group

Rob – works in new RM organization, customer relations. The message Rob would like to get out is that he has seen over the last year that IRM has not done the best job in meeting the our needs. There are still a lot of problems to fix, but they are working on them. He would like to work with this group to identify and work through the problems. Laurie's background is in fire and she understands interagency issues. Laurie takes it as a personal challenge to be aware of issues, with 24 hour 7 day a week support.

ISO came in and wants a blanket solution to problems for everyone, but everyone does things differently. Laurie wants to know what is happening in your area so she can take it back to ISO to help meet fire's needs. She has proposed a position at each GAC to receive issues and they are getting closer to a resolution. ISO is aware they haven't given fire what they need.

Another issue was expanded dispatch. The ISO has to look at a national solution. Fire has agreed to pay to outfit at least 4 kits in each geographic area which will include 10 laptops, switch, cables, mice, etc. When the kit gets shipped to the location it has network and phone capability. The new position at the GAC would be to help facilitate problems and to set up the kit.

There are interagency partners that can help but we need to address the FS part of it now. They are looking at May or June for the kits. The kit computers would come with ISUITE and ROSS installed on them already. ISO can give some individual solutions but for the most part they need to find blanket solutions for everyone.

You call in a "severity one" ticket to receive a kit, and state it is fire related with expanded dispatch. If we don't have capability, go out and lease it if you can't get a response. If you place the ticket and document the fact that it is not being met, ISO has to address that. ISO does revolve on tickets, so place a ticket for all issues. Call back on that ticket if you don't get a response. If you still don't get response, call Rob or Laurie. Rob encourages dispatchers to call him and Laurie with problems. They are out there to keep knocking on ISO doors to get things resolved. We do have the support of Doug Nash.

Don't hold on to old equipment because they won't be supported if the model is in the replacement list. ISO won't look at it as their responsibility. When you do have a ticket that is or is not resolved to your satisfaction, answer it so you have a voice in whether ISO has resolved the ticket or not. If not to your satisfaction, call back on the ticket.

Part of the proposed position at the GAC was to help with plans. Networks may just be FS or multi-agency networks may be needed. ISO will only address FS issues right now. We need to treat the ISO just like a contractor.

When ordering the kits out of N Rockies or vendor, should charge those to a support center, not fire costs. When supporting the different agencies these costs would be a new cost. Kathy will visit with the FS legal people on this. DSL is not allowed on a computer with FS network, so you'll need technical approval.

Sometimes EUSC doesn't have a clue what we are talking about. The proposed position at the GACC could help. Severity one is a 2 to 4 hour response situation. If something can be fixed in a day or two don't call it in as severity 1. If a ticket didn't get resolved to your satisfaction, re-open it.

You can call Laurie or Rob at the numbers below:
Laurie Jakubowski: wk 208-387-5600 cell 208-867-7864

Rob McLead wk 406-363-7167 cell 406-396-3568

Aviation Update and Overview – Rick Hafenfeld via Shane Klakken - Region 1 aviation update PowerPoint and Forest service aviation safety website – PowerPoint : fire traffic area (second PowerPoint)

PPE is big issue with Forest Service. Each Forest has its own policy. By the FMO meeting there is supposed to be a regional policy. There will be some sort of PPE on all LFW missions, backcountry airstrips, and air tactical. Automated flight following – All seats will have flight following as well as helicopters.

All 16 air tankers are for initial attack, not large fire support. The 747 jumbo large air tanker is being studied. FAA is issuing STC for air tankers that can carry 20,500 gallons. CWN is politically driven, so you might see it on your fire whether you order it or not. The DC-10 sponsored by Omni carries 10,000 gallons. They say it will be flying this summer but has not been drop tested and word is it will be European based. It is farther along than 747 but we won't see it.

DOI helicopters: 1 type III at Fort Howes., 1 type III at Lewistown; shared out of Arizona.

Air Tankers

Neptune	8 P2V's
Minden	2 P2V's
Aero Union	6 P3's
Butler	0 Federal, states?
State	CL-215's?

All 16 for Initial Attack

DOI Helicopters

1 Type III at Fort Howes
1 Type III at Lewistown
shared with Region 3 out of Arizona

Northern Rockies Exclusive Use Helicopters

2 Type I's	COE & HLN
2 Type II's	DLN & MSO
Type III's	Libby, FCA, Ronan, S80(2), Kootenai, Bitterroot(rappel), Lewis & Clark
1 Type II	Gallatin (rappel)

Montana DNRC FEPP Helicopters

Type II's publicly owned UH-1H++

Helena (2)	395M / (387M – MLS or BIL backup)
	(also 1 Type III) 392M
Missoula	398M
Kalispell	394M

Montana DNRC Fixed Wing

Detection:

Helena	C-
Missoula	12B (AA capable)
Kalispell	C-

SEATs

DOI / AMD contracted only

All EXC are AT-802's

Will see piston power SEATs on CWN for only 2 or 3 more years

FS use via interagency agreement

SEATs Contracting

2 AT-802s in Miles City	- May 15th
1 AT-802 in Billings	- May 15th
3 AT-802s in Coeur d' Alene	- July

Digital Radio Problems

Fire Line Radios

old – EPH & GPH Kings

n-band vs. w-band programming some not field programmable

new – DPH Kings

no problems

analog & digital compatible

Smokejumpers

Aircraft contracts

GAC – Twin Otter

West Yellowstone – Dornier 228

DC-3

New props – 16 jumpers all the time out of MSO up to 20 below 90°F

SE service ceiling of 14,000 (11,000')

Sherpa

Andy Hayes will cover in depth info at 3:00pm

C-206

Available for regional use for:

- Air Tactical Coordination
- Large fire support
- Administrative use
- Back Country Airstrips
- FLIR

GOAL: 7-day per week coverage

Aviation Trainees

Rick's goal:

- get aviation position trainees on Type I & Type II incidents
- push trainees

Send a list of all trainees to:

- Dispatch Centers
- Incident Command Teams
- Interagency partners

Training Proposals

ADD: AOBD to Type II teams

DELETE: Type I incident requirement from ATGS task book

DELETE: ICT5 for AEROs

Region 1 Aviation Contracting

All aviation contracts coming in

- Light Fixed Wing
- Helicopter

Grangeville LFW Type II AA EXC out

BRF-LNF-FH-IPNF On-Demand by end of week

Region 1 Air Tactical Coordination LFW soon

Idaho CWN Helicopter

CWN LFW for the region

ACO for COE Large AT & 2 Type I Helicopters

ACO for HLN Full Service Base

ACO for 2 smokejumper aircraft – S80 & West Yellowstone

ABS / EaTIS / ARS / -122s

ABS – Aviation Business System

coming soon: June 1st, 2006

EaTIS - contracting entry point

Electronic -122s

If you have light fixed wing questions, he can answer questions

Bob for helicopter stuff 329-4914.

Fire traffic area – FTA – something we were already doing, but emphasized after the crash between two S-2 planes that didn't have the communication they needed.

Air traffic separation is both vertical and horizontal. Assumption is that the lat long given for the fire is central for the traffic area. If we don't move as the fire does, everyone will go to the first point. Looks like a temporary flight restriction. We don't stack tankers anymore. We just tell them tail numbers and

where they are, and tell them to stay away and hold. Air attack is 2400 feet AGL normally. As terrain changes it is all relative.

They must start contacting us at least 12 miles out. It is important they say how far out they are. They must make contact to come into the fire area – they are to stay at 7 miles out.

Clearances – arriving aircraft shall be at the assigned altitude given by the ATGS or lead plane prior to penetrating the FTA. This would typically be 7 NM from the incident. Used to flying by themselves and now we put them in this environment and their communication skills need to be polished. Don't assume all the pilots have had training when they come in.

3 C's

Communications

Clearance – received and understood

Comply

NOCOM holding options – important to have air to air frequency and air to ground frequency.

7 mile orbit option

quadrant option (use unused quadrant)

Pilot to choose which option is best for the circumstance

Announce intentions on the assigned air to air frequency. Watch out for helicopters doing power check at high altitude.

We frequently use the Red frequency with other cooperators, but not everyone knows what the Red Frequency is. When we are here, we need to get frequencies from everyone. Pilots move around so much they don't have all the information. We should supply frequencies to the pilots.

Let them know if you are fighting a fire in a Military Training Route, even tho it is the pilot's responsibility to know where those are.

SEAT pistons can't climb very high, so they are restricted to 6000 feet.

Lynx tracking projects involving Canada are going on right now. Biologists are counting animals. FS doesn't put biologists in planes below 500 feet. Need to make sure every airplane that goes out has a FS person designated as chief of Party or Flight Manager. The Flight Manager checks their flight cards, and makes sure the contract is on plane. If anything is missing, they can use another vendor. There has been time that the card has been expired, so if you have any questions about what the

Northern Rockies Aircraft Business – Kim Thomas

Kim would like to get copies of border agreements from dispatch units. There is a number to call if you are putting aircraft within 5 nautical miles of a boundary. Kim will let you know the number and protocol.

Sounds like everyone is up on AFF and this year MOB guide says it will be used for tactical missions if you want to use it. But if you feel more comfortable w/15 min check ins that is fine too.

Each center got 4 cards with steps for ordering aircraft, and the minimum amount of data needed to be in ROSS. **Always** order air tankers as type I or type II from the closest air tanker base or to Northern Rockies if you aren't sure. **Always** include an order in for a lead plane with it and make sure lat/long is correct. All this is in the MOB guide.

When you are filling orders for an exclusive use helicopter put module folks on the rosters so they can go anywhere.

AFF procedures worked on this year are all highlighted in the MOB Guide. Kim reviewed the AFF from CH 24.3.1 D. Procedures for aircraft dispatcher, 4th bullet – if something goes wrong and you need to do missing aircraft procedures, the center can see all the information regarding that aircraft. If you need help, call Kim.

We are going to flight follow, but pilots need a flight plan and an AFF plan needs to be done. If we see them go red we can start searching for them right away. FAA won't start looking until they have exhausted the fuel. There is a new section on tactical flights 24.3.2.

FS and State crash rescue plan may merge. The hope is to put something into the back end that has the required numbers. This is a work in progress right now. Judy and Kim took the lead and are working on that. If anyone is interested to help, let Kim know.

Every dispatch center was given the DRAFT Frequency guides. This is the last chance to look at it and make sure it is correct for your units before it goes to print.

Dispatch zone updates – Northern Rockies and Park service position is out there. Closes March 21st for Demo side. PFT in 462 Series. Kim will send the laminated sheet out.

Computer Program Updates – Steve Simon

Tyler Hackney is his assistant.

ROSS - biggest change is the new DMS system, which works well, and should be out soon. You will have an individual in-box and can mail to in-boxes. If you have a problem you need to get a ticket. If you need quicker results call him at 406-671-1491 (cell). If you are sitting at dispatch and need to re-image and you are fighting fire, he will come and do it for you. He will be coming to talk to you about co-op plans.

Missoula presently submitted a request for a network pipe. Quest is now installing it at the base. Yesterday, ROSS client was set up on citric server, which should speed things up.

Need to have a disaster recovery plan. There should be a plan in place by August.

ISUITE was 4 applications and is now 1 application. A lot of security is built in. The process is the same but the interface is radically different. Simon recommends people go to training. Call Simon for training.

Simon said to name fires after geographic features.

Follow manual direction in getting fire information in early. The user guide can be found on WWW.fs.fed.us/fire/planning/nist website.

The Cache system will talk to ROSS

ISUITE will talk to ROSS. Next year it all should be working together.

Weather Service/Predictive Services – Mike Kreyenhagen (new meteorologist) & Rick Dittman

The Northern Rockies products weather PowerPoint was viewed. For the daily outlook for the region he uses weather service temperatures, wind, and relative humidity. At the Wednesday conference call he reflects in the comments section. He wants to start a new brief for dispatchers also. In the future there will also be a fuel moisture website. See if we can capture an easy to use, easy display format.

On the 28th they updated their forecast. There is a very slight chance of temps being below normal this year in the West, and warm in the SW. Precipitation will be wet for NW, and very dry in SW.

July, August and September will be above average temps for Panhandle and Northern Rockies. Below average for precipitation in Northern Rockies. We are in for a normal fires season. Snow pack has nothing to do with fire season. Depending on good rains in May and how warm it is in June and July. We should see a similar fire season to last year.

Bernie Meier – National weather service in Great Falls. PowerPoint

www.weather.gov/greatfalls home page - post all watches, warnings, advisories. Displays red flag warnings, fire weather and thunderstorms. Great Falls updates the website 8 times a day. Aviation part is updated 4x a day.

Spot request has been updated from the last year or two and is a lot easier. If requesting more than four parameters, include remarks. Please give feedback. If the forecast is bad, he wants to know what was wrong. Interactive weather plan will show a burn window

New Products in the near future:

- Experimental lightening forecast.

- Precuts being worked on:

- Tabular spot forecast – you'll see temps for every 2-4 hours, will be tested this summer.

- Weather graphics on the web –

- Outlook for spring and summer

- After La Nina and El Nino look at trends

Updates from Dispatch Representatives to NRCG Committees

- **Aviation** – no additional information other than what Shane had in his presentation. If anyone has any issues let him know.
- **Equipment:** Tribes are doing EERAs, but Tribes handle Best Value differently.
- **Business** – Chuck has a meeting planned for the Lolo in May.
- **Training** – Neal – 5109.17 for FS personnel is out for comments. We are collecting all comments and a regional response should be out by March 21st, the response form is on the web.
 - The formula for funding and cost sharing.
 - Putting on aircraft dispatcher training at NRTC and need a lead on that. Next year will be 312 dispatcher course.
 - Training verification associated with Best Value solicitation – you can take a look at the form with your zone rep, they should have a copy. If someone is hosting an equipment inspection it is expected that someone will be there to audit those records. If anyone is available, they would appreciate the help. Have probably 10 in the region so far. Look at draft 5109.17s, as there are some big changes. It will behoove you to look at primary positions.

- **Operations** - Get trainees out on incidents relating to the dispatch organization. Did staff 6 type 2 teams, 6 type 1's. Doing a 3 or 4 way job share. Critical that we work the trainees through the system.
 - **NAC – MIFF** NACC plan was revised and sent out. The 2006 plan has some significant changes in it. One issue has to do with Red Cards. If a crew is being dispatched in the Northern Rockies, the card has to be with the person. The issue has to do with the signature at the bottom of the manifest. It certifies that all people on the manifest meet the criteria. Northern Idaho is under the NACC, and North Dakota is.
 - Fire use committee is now a sub-committee under the operations committee. It is coming back to life so we will see some information on that.
 - TEAMS meeting is week of April 10th in Missoula – command and general staff meeting. Most of the teams have decided to bring the rest of team members over later in the week to have team meetings. It will be at the holiday Inn.
 - NRCG meeting is in Missoula that week also.

IHC Updates – Rocky Gilbert

Helena Hotshot crew: Their meeting is next week but they are coming on at staggered starting times in April. .

In 2000 we had 70 hotshot crews in the nation. In 2005 there were 92 crews, including 7 training crews. As of this season we should have all qualified. If a crew doesn't have qualifications they may come out as a trainee crew with members trying to finish their requirements.

When the crews are on, they are available to help with prescribed burns. Most crews have skilled people able to help.

Crews in our region have a minimum of 40 hours training before they can be available and 80 hours within the season. Most crews try to do the training up front. As long as there is a training plan for 80 hours, that will suffice, but there are a lot of opportunities. On-the-job training also counts. They do try and put on as many S courses and I courses as possible.

Some crews help with training courses in the off season and some are available for fire assignments elsewhere. Most of the time crews are funded right around 100 days. Last year with hurricane support, crews worked longer. Flathead crew ended up returning late in September.

There were issues about crews flying versus driving their vehicles. When the crews got to their destination, the local unit wasn't ready for them. Sometimes it is more efficient to have them drive their own rigs and have their equipment with them. The MOB guide specifies that the receiving unit is to provide equipment if the crew flies to the destination, including: transportation, vehicle, firing equipment, 4 chainsaw kits, saw and mix, food and water to sustain them on the line. If they have their own vehicles, they'll have all this, but if flown in they won't.

It was suggested the shot crew call dispatch on the receiving unit before arriving to remind them they'll need equipment when flying. It is often a busy time for dispatch, so if you talk to a coordinator or supervisor it will help. Last year most things ran fairly well.

Crews have to be a minimum of 18 people. The Forest Service standard number is 20. Dept of interior crews are up to 23 people or 25 with apprentices.

NICC – can trump the rotation so if a crew is available have some closest resource agreements. Not every region has specific rotations. It does work out for the most part.

A squad that breaks off for a spot fire, can get credit for completing IC-5 tasks. Try and have them fill out the incident organization.

Cell numbers could be in Chapter 50 in blue pages, but not on the intranet.

Name request versus name suggest.

You need to put “name request” per agreement. Name suggest is not really that useful because NICC sends the order everywhere but to the person you suggest.

Rotation list for out of Northern Rockies orders for agency/co-op engines is as follows:

1. CDC
2. GVC
3. North Dakota
4. MDC
5. LEC
6. MCC
7. KDC
8. BDC
9. FDC
10. GDC
11. DDC
12. BRC
13. HDC
14. BZC

Spring meeting in 2007 – Lewistown will host it the week of March 12, 2007 with support from Miles City. The spring training meeting should coincide with that. If there is something that conflicts with that, let Kathy know.

Smokejumper Updates – Andy Hayes

Still have the same 3 smokejumper bases: Grangeville, Missoula, and West Yellowstone. West Yellowstone numbers are going up to 32. Missoula has 73, and Grangeville has 30. There are about 160 smokejumpers in Region 1. The significance of overlapping circles is that if Missoula doesn't have them the others might. McCall is fairly easily dispatched into Region 1. Dispatching through ROSS allows us to go across borders easier. DC-3 has new props and can carry up to 20 smokejumpers. A standard load is 16.

Stats: In Region 1 smokejumpers jumped 90 fires, which is 5% of fires and 15% of National forest fires. West Yellowstone jumped 25, and Miles City 1. Smokejumpers are trying to build a niche as incident commander type 3s. They are 90% successful in having an IC-3 on every load. You can request an ICT3 or a division sup. Document in special needs and follow up with a call to the aircraft desk in Missoula for special requests at 406-829-7060.

Last year we sent out 102 single resources throughout the nation. We do have a lot of people who are qualified for those positions. See the user guide for available positions. There are ways to expedite special needs. See the special needs block in the order form.

Dispatching and ordering smokejumpers:

First Choice: In ROSS

Order from closest resource, and then to the Northern Rockies.

Special needs should show:

- Size of fire
- Position on slope
- Aspect and position
- Number needed

The airplane may be configured differently depending that information. It is important for us to have the fire size and # of people needed. We will always fill the airplane if we have the room. If we know you only need 2 people, we will continue diverting the airplane to other fires.

Aspect and position on slope often help locate the fire.

Second choice: the smokejumper IA request form – it is carbonized and can be filled out electronically. Each dispatch center should have one available and can be sent by DMS if electronically filled out. Handwritten ones get more and more errors. So use electronically when you can and send by DMS.

3rd choice: fill out IA request by hand and fax. But would rather not see this choice be used unless computers are down or in remote location. It slows down process, with more chance of errors.

4th choice: paper aircraft order request.

5th choice: paperless order called in, with name incident, lat, long, bearing and distance.

As far as Missoula aircraft is concerned – Our region **requires** a piece of paper in hand before we get on the airplane. Mistakes happen on the phone. We get a lot of phone calls from FMOs expressing interest, but haven't ordered them yet, etc. .. It is hard for us to tell an order from an inquiry.

Nancy is adamant about paper in hand before launching. If this is an issue with some centers in the region, we can talk about it with Kathy. But this will not be changed for this year.

To save time, order smoke jumpers if you need them, regardless of availability. This justifies getting more people in. If it can't be filled, they'll order from someplace else or get boosters to fill it.

For current information go to the Northern Rockies website

<http://www.web.blm.gov.nifc/smokejumpers/status/index> or call Missoula 406- 829-7060.

Smokejumpers are highly mobile and boosters can be found if needed.

Sometimes the FMOs feel pressure to replace the smokejumpers as quickly as they can. If there are things to be brought up to all smokejumper, email Andy Hayes and he will talk about concerns with smokejumpers at their refresher course.

Future of smoke jumping

- Continuing project with BLM – a common parachute system.
- New aircraft looking at some pressurized updates
- DC-3

His personal preference would be to track smokejumpers through ROSS, and he'd like to get involved in a practice session for aircraft orders in ROSS.

Fire Line explosives are available with a small crew to help handle that. Go to MOB guide when you order that.

Cargo loads – the fire orders from dispatchers should state if they want a cargo load. We do have the ability to re-supply, and fresh food orders for up to 20 people.